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Hongkong, 27th July, 1915.

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THE CHINA OVERLAND TRADE REPORT.

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GERMAN TREATMENT OF
BRITISH PRISONERS.

INSUFFICIENT FOOD.

NEGLECT OF WOUNDED.

London, June 30th.

Last night the Foreign Office issued a White Paper containing further correspondence and reports by United States officials on the treatment of British prisoners of war and interned civilians in Germany.

Although, for the most part, these reports, which relate to inspections made in April and May, indicate that conditions in the camps are better than in the early months of the war, there is still ample room for improvement. Complaints as to the insufficiency of food are general, and to mention only one other matter, Sir E. Grey had to direct attention to recently as May 18th to information furnished to him that wounded prisoners had in certain cases been neglected, with the result that it had eventually been found necessary to amputate limbs which more prompt treatment would have saved.

In the first document printed, dated April 27th, Sir E. Grey requested the American Ambassador to have inquiries made as to an allegation that the prisoners at the Suder Zolhaus Camp, Schleswig, were being starved.

Dr. Olmstead, of the United States Navy, who forthwith inspected the camp, reported that it accommodated 2,000 prisoners of war, 470 of whom were British non-commissioned officers and men. All were employed on light agricultural work.

The prisoners (he writes) are called in the morning at 5.30 o'clock. At six a.m. they obtain a ration of gruel, and twice a week they have a ration of coffee. On this sustenance they are supposed to work until noon. The midday meal is most substantial, consisting usually of about a litre and a half of thick soup, with vegetables, meat, and once a week fish. The evening meal is usually some vegetable or meat soup. They receive a daily ration of 300 grammes of bread. This bread is served out every five days.

The British prisoners, with the exception of the non-commissioned officers, were badly clothed—the majority of them in their own uniforms, which were badly worn and torn. They were also poorly shod, the shoes of the majority of them being torn or worn out; all of them were sorely in need of shoes.

As this camp is supposed to be a working camp, it seems to me that only prisoners who are physically fit to do the work should be quartered here. In the so-called hospital were probably thirty patients at the time of my visit. Of these were British. One of them had been there for a month with an attack of dysentery. His condition was pitiable—nothing more than skin and bone and very weak. Although he received medicinal treatment there was no effort made to give him special diet, which he sadly needed. I obtained the promise of the commandant that he would be immediately transferred to the military hospital in Flensburg.

The other cases were those with a dropsical condition, of the extremities due to a weak heart. There was one British prisoner who was still suffering from the effects of frostbite of toes. Men in such poor physical condition have no business being quartered in such an encampment. They are in need of special diet and careful nursing.

"PERPETUALLY HUNGRY."

Among a series of reports transmitted by Mr. Gerard on April 24th was an account by Mr. Michelson, American Consul at Cologne, of his inspection of the camp at Wahn, where 533 British non-commissioned officers and men were interned.

Mr. Michelson asked the prisoners to delegate eight or ten of their number to talk privately to him, and with these he conversed for twenty minutes or more. They complained impressively that they were perpetually hungry. They said that nothing given them except bread and meat was nourishing; that the pieces of bread were very small, and that, whatever the quantity of meat per man the daily menu might show, the meat went into stew, and the prisoner who got a solid piece of it was lucky. While the food might suffice for idle men, it was totally inadequate for men required, as they were required, to perform many hours of menial work per day. As they received no pay for their work, those among them who got no money from home were unable to get extra nourishment from the canteen. They added, finally, that the situation was aggravated by the fact that the contents of parcels from England only reached them after great delay, and often in wretched condition.

After listening to these men I went to the next enclosure containing British prisoners, and listened for ten minutes to a similar group of representatives. They were equally emphatic and specific in their denunciations of the food, and they also were convinced that British prisoners were being discriminated against in the matter of parcels and in other respects.

The German officer in charge of the parcel room assured me emphatically that he permitted no discrimination against any prisoners, and he showed me newly-arrived parcels, already in line for examination, and asked me to note the condition in which those from England had been received by him. The condition of many of the parcels which had been shipped from England was wretched and they there all more battered and dirty than the parcels which had arrived from France. The officer told me that this was always the case, and that, furthermore, parcels from France reached him with much greater rapidity and regularity than parcels from England.

With regard to the treatment given to British prisoners as compared with that given to other prisoners, the camp commandant said that the British were a surly, taciturn lot, that they were physically less clean than the Belgians or Russians, that they were prone to stealing among themselves, and that they were quite unwilling to work. For these reasons he said it was often impossible for him to grant special requests made by British prisoners, and impossible for him to live up to his firm intention to give equal treatment to all prisoners.

On the whole the treatment accorded them is good, but frequent protests were made to me concerning the food—not so much because of its quality as because of the insufficient quantity and the monotony of the diet. The prisoners, however, appeared to be in good physical condition, and well-nourished.

Reporting on the camp at Göttingen, Mr. Jackson, of the United States Embassy, says:—

"British non-commissioned officers drill their own men, and exercise a certain amount of authority over them. None had any complaint to make of the harsh treatment or severe punishment. One British soldier who had thrown his purse at some women in the street as he was being brought to the camp, several months ago, had been thrashed with a stick by a German just afterwards, and another who tried to run away after being caught stealing had been knocked down by a sentry. For the first time I met a man who said that he knew of a case, but had not experienced the treatment himself, where a prisoner had been tied with his hands around a stake for safe keeping, but there had been no question of any torture."

Little complaint apparently was made to the inspectors by interned British officers.

Giving his own impressions as to conditions in the camps, the American Ambassador wrote on May 4th:—

"In the camps which I have personally visited I have heard practically no complaints, except that the amount of food is not quite sufficient. The prisoners, however, all look in perfect health."

No British soldier needs clothes in Germany. As you know, we have been receiving uniforms, etc., from England, and where necessary, especially at the commencement of the war, I purchased great quantities of clothing for British prisoners here in Germany. Any British soldier who needs any clothes has only to notify the camp commandant.

"I think that there is a distinct disposition on the part of the German authorities to accept suggestions made. Our relations with the authorities in the Kriegsministerium, Count Schwenning, and Baron Taube, in charge of Ruhleben, and the camp commandant, with a few exceptions, are of a most friendly character."

Included in the correspondence is a letter from Sir E. Grey to Mr. Page, dated May 14th, in which he expresses his warm appreciation of the efforts of Mr. Gerard and his colleagues in Germany to secure better treatment for British prisoners.

THE STRENGTH OF GERMANY.

OBLIGATION TO SERVE.

The former Berlin Correspondent of The Times in a letter says:—

Recent Ministerial speeches have explained in general terms Germany's preparations and Germany's efficiency of organization. But, when all has been said about excellence of method, the truth remains that the source of Germany's strength is the universal obligation of her people to perform military service. The fact that every man between the ages of 17 and 45 is either actually or potentially a soldier is the root of the whole matter. That is not merely, as is so often conveniently assumed, the method by which Germany prefers to form armies. It is the iron foundation of the whole organization of the State for war. The same results could be obtained by no other means. There is no need for a National Register in time of war, because the State already commands, when and as the need arises, the whole strength of the nation for the conduct of war.

As regards labour, Germany enjoys all the benefits of military control. In the first place, the bulk of the men who are making munitions are liable to military service, and regarded, therefore, as "on leave" from the Army. Secondly, all cases of "pilfering" of labour by one firm from another, and indeed all serious interruptions of work—not only for the supply of the Army but for the feeding and clothing of the people—are disposed of locally by the military authorities, by exercise of the powers which they possess under martial law.

If this country is willing to learn the lesson of Germany's success there is no doubt as to the course to take. It is to adopt the principle of obligation to perform military service, in order henceforward to take up the recruits that are needed not at haphazard, but by classes, according to age. The longer the war lasts, the more vitally important it is to economize resources. It is only by systematic recruiting that the needs of the Army can be met with certainty, but without unnecessary and ineffectual interference with trade and industry.

I am aware of the economic arguments with which it is sought to combat the adoption of the principle of universal service. The German newspapers are almost passionately devoted to them, and argue incessantly that, while the British Navy has blessed Germany with self-reliance and "independence," by cutting off her foreign trade, the British Empire must at all costs maintain exports before armies. The true reply is that the British Empire has at all costs to destroy or wear down the military force of an enemy who has staked absolutely everything upon military success. It still does not seem to be fully understood that Germany's financial and economic organization for war is based upon nothing except confidence that her enemies will pay her bills.

That was made perfectly plain by the Imperial Finance Minister, Dr. Helfferich, last March. It was repeated the other day by the *Frankfurter Zeitung*.

Having embarked upon this course, Germany cannot turn back or repeat until military failure staves her in the face. Belief in the possibilities of economic pressure upon Germany is better justified than at present—owing to the failure seriously to invade Germany territory and the loss of rich areas in the West—commonly supposed. But, as things stand, neither have Germany's calculations yet been disappointed, nor is time against her. It is in British power to deprive Germany of all her advantages by supplying the military foundation of the system of national effort that is in process of reconstruction. But if it is to be done, it must be done now, before there is further dissipation of strength in directions other than those which are essential to military success.

KWANGTUNG FLOOD RELIEF FUND.

The Tung Wah Hospital begs to acknowledge with thanks the following donations to the Kwangtung Flood Relief Fund:—

T. T. from the Chinese Chamber of Commerce of Ipoh	2,200.00
T. T. from Mr. Quong Ki Hin	1,000.00
T. T. from Yee Kung Ton of New York	350.00
New Territory per Messrs. Li Yuen Fai, Lung Shin Chung, and Li Tai Shing	250.10
Flood Relief Society of Hewan and Wanchai	553.42
Per Kwong Wah Hospital collection No. 14	100.00
Chan Shi Private School	73.50
Chinese Shing Kung Society	13.60
School	25.50
Subscribers of \$15.10 and \$13.40	
1 subscriber of \$20 and 2 of \$10 each	40.00
1 subscriber of \$2 and 2 of \$1.25 each	4.50
1 subscriber of \$1.21 and 1 of \$1.10 each	2.31
95 subscribers of \$1 each	95.00
19 subscribers of 50 cents each	9.50
6 subscribers of 20 cents each	1.20
2 subscribers of 30 cents each	0.60
Already acknowledged	\$420,974.17
Total	\$430,825.40

LIFE AMONG MUNITION WORKERS.

"LONG HOURS BUT LIGHT HEARTS."

"Almost every train brings them," said the ticket collector. "See these young men there with the hand bags and parcels! They'll be munition workers just drafted."

The collector was right. The young men were war munition volunteers drafted that morning from the Midlands. They had enrolled only last Monday evening and were now bound for one of the many big English munition factories working night and day.

All was ready for them at the works. "Start in as soon as you like—to-night if you can," said the booker-on in the time-keeper's office.

"But we'll need to look for lodgings," said one of the new-comers. "That's already done," said the time-keeper. "Go across the yard there to the Housing Department and you'll get a list of lodging to suit your price."

The Housing Department of the works and list of landladies providing rooms with board, ranging in price between 14s. and 18s. a week per head. Rooms are at a premium just now in the munition areas, but on a wage of from £3 to £7 a week, such as many of the munition workers earn, a little extra for board-money is not grudged. The Housing Department also had lists of houses for family men; and with such system have the munition firms gone into this question that they have bought up all available houses in the district and are building others as fast as can be done.

For munition workers drafted from the Army and Navy there is a special camp of wooden military huts in the heath, not far away, and here the men, though working in the shops during most of the day, become soldiers and sailors again when off duty. Nor is their camp life any the less light-hearted because of its touch with civil life. The parties of workers trooping down to the works morning, afternoon, and night to take their places in the day's three working shifts sing and whistle and joke as heartily as any of the troops busy training elsewhere.

Mid-week meals are taken in the works' dining-rooms, and in the offices at least, and elsewhere where women are employed; "afternoon tea" is not an unknown luxury.

It depends upon the individual worker whether or not he works longer than his actual shift per day and so earns overtime, but almost every man does work overtime. Some have achieved prodigious days of wakefulness and have worked six days together on a job that was specially urgent. With every man working his best, there is not much energy left for pleasure when work is done, and the munition workers' pleasures are generally of the lighter kind, such as sitting at the "picnics" or reading the papers in the free library. The outdoor swimming bath has some visitors, and the river attracts many.

A good deal of cherry fun and companionship is had by some of the munition workers who are "batching"—that is, living together in houses of their own. Apart from a few hours' cleaning and "washing up" done by some neighbouring housewife, the men look after themselves, entertain their friends on occasion, and generally make themselves at home. The scale of living in the munition areas is eloquently attested by the food displays in the local shops. Little shops, for instance, whose only fish supply in time past was perhaps a few haddocks and herrings, are now able to display whole salmon. There is also a market nowadays for chickens and ducks which did not exist formerly and for other more delicate fare.

Unthinking people have taken these facts on which to base arguments about "improvidences and thriftlessness" on the part of the munition workers, quite overlooking the fact that while a man working so hard must be well fed, his appetite, through such work, becomes "dainty." To work hard for long hours at a stretch and then face a beefsteak is a herism that ought not to be expected even of a British munition worker.

Should this fact have failed to knock the bottom out of the accusation of "thriftlessness," there remain others. The post offices are selling War Loan B munition workers in striking quantities; there is more buying of cottages property by workers just now than at any previous time; the savings banks are increasing their deposit accounts. These facts should be enough.—*Daily Mail*.

INTIMATIONS

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BRITISH PILSENER

BEER.

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MACGREGOR & C.

WINE & SPIRIT MERCHANTS.

15 QUEEN'S ROAD CENTRAL.

G. R.

NOTICE.

ANY EUROPEAN, Non-Asiatic or Indian desiring to leave the Colony should apply in writing for permission to do so to the Captain SUPERINTENDENT OF POLICE, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the CENTRAL POLICE STATION between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily.
Hongkong, 10th July, 1915. [738]

IN THE MATTER OF THE ALIEN ENEMIES (WINDING-UP) ORDINANCE, 1914.

AND
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PRIVATE TENDER.

The 31st August, 1915, has been fixed as the last day for the acceptance of tenders. Copies of the Particulars and Conditions of Sale and form of Tender can be obtained on and after the 26th June, from the Liquidator at No. 4, Collyer Quay, Singapore, or from the Undersigned.

SISSON & DELAY.

16A, CHANSON ALLEY, Singapore.

Solicitors for the Liquidator.

Singapore, 1st July, 1915. [766]

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Remember we do all kinds of
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WE SHARPEN EVERYTHING.

CAMPBELL, MOORE & Co., LTD.

Hongkong, 22nd July, 1915. [687]

KEROSENE.

WHAT Oil do you get? and what do you pay?

Probably you tell your boy to get just "Oil" from the Compradore. Why not tell him to get

"FISH" OR "CROWN"?

It is just as easy, and you will be certain to get something good. Besides, you will pay less.

THERE IS NO BETTER OIL THAN

"FISH."

Packed in cases. Price \$3.75 per case.

THE BEST OIL FOR ORDINARY HOUSEHOLD USE IS

"CROWN."

Packed in tins without case. Price for 2 tins, \$3.50.

KUI YICK & Co.

73, Queen's Road West.

Hongkong, 7th June, 1915. [728]



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and other Useful Information.

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and at Bookellers.

THE TRADE OF FOOCHOW.

The following information is from the report by H.M. Consul at Foochow (Mr. F. E. Wilkinson, C.M.G.) on the trade of that district in 1914:—

That the hostilities in Europe have had a detrimental effect on the foreign import trade of Foochow is obvious from the returns for 1914, which show a falling-off under almost every heading. The decline is due to the rise in the price of all foreign articles, the silver cost of which, as a result mainly of the fall in exchange, has risen at least 10 per cent, since August, while certain articles supplied by Germany and other European countries have more than doubled in cost. Business was also affected by the stoppage during August and part of September of the foreign export trade, which, while it lasted, caused great anxiety to the mercantile community and restricted all commercial operations.

CAPTURE OF ENEMY TRADE.

The chief imports into the Foochow district of German origin have been aniline dyes, artificial indigo, needles, Berlin wool, hosiery, blankets, silk bordering for Chinese dresses, lampware, and umbrellas. While Belgium has supplied glass and Austria-Hungary—enamelled ware. Though in no single item is the trade of any great importance, yet its aggregate value is considerable. Since the war commenced all the articles mentioned have risen greatly in price, but so far it is only in aniline dyes, indigo, and glass that the scarcity has been seriously felt. Dyes and indigo in particular have become indispensable to the Chinese, and unfortunately for them Germany is the only present source of supply. For the trade in umbrellas frames and that in enamelled ware, Japan is making a strong bid, and will, no doubt, capture both, and probably the trades in lampware and hosiery also. In all of which articles cheapness is more essential than quality. There seems no reason why British goods should not supply the needles and blankets hitherto imported from Germany, or the better qualities of window and mirror glass formerly supplied by Belgium.

There were heavy increases in 1914 in the imports of American and Sumatra oil and a decline in imports of Borneo oil, but the most interesting feature of the year in connection with the oil trade is the appearance on the local market for the first time of Japanese oil. Judging from the number of complaints made to the Foochow Consulate, this latter oil, which is mostly of very poor quality and correspondingly cheap, is purchased by Chinese dealers, either to be surreptitiously mixed with the more expensive American and Sumatra oils or to be sold as such to ignorant customers, who are easily deceived by the likeness in the labels.

Except in such articles as kerosene and other oils there is little or no direct import trade between Foochow and foreign countries, local dealers preferring to purchase their stock of other goods in Hongkong and Shanghai.

COTTON GOODS.

In the report on the trade of the port for 1913 the total value of the native cotton goods imported into Foochow that year was placed at 1,210,807 taels and that of the foreign cottons at 1,419,100 taels. It was also pointed out that, in view of the increasing supply of cotton yarn and cloth from the Shanghai mills, it seemed likely that the small percentage in favour of the foreign products would soon disappear. The rise in 1914 in the cost of foreign goods has brought about this change rather sooner than might have been expected. Whereas the import of foreign cottons in 1914 has declined in value to 1,213,471 taels, that of native cottons, in spite of a lower valuation by the Customs, has increased to 1,413,730 taels. The decrease in the foreign import is mainly accounted for by smaller purchases of Indian yarn, with which at its present price the Shanghai article is able, it would seem, to compete on equal terms. The piece-goods trade, in which there is no native competition with the finer classes of goods, has been less affected, but until exchange improves again the foreign trade is bound to languish.

A BACKWARD PROVINCE.

An exhibition of provincial exhibits for the World's Fair at San Francisco was held in Foochow during the summer, but the display was not a creditable one for a Province of the size and population of Fukien, the industrial backwardness of which could hardly have been more clearly demonstrated. The Province is still with out roads or railways or any industries other than two wood-sawing mills, for which the use of machinery is essential, and though possessed of considerable mineral resources, no attempt is being made to develop them. The poverty of the people is to some extent accountable for this state of things, but the conservatism and lack of enterprise of the native business men is the chief obstacle in the way of progress. The Fukienese are also possessed with the importance of their Province and of the temptation it offers for foreign aggression, which they still believe can only be resisted by rejecting all offers of assistance in developing its resources. Until they wake up to the danger of this policy there is little likelihood of any improvement in the trade of the Foochow Consular district and any consequent expansion in the market it offers for foreign goods. For the benefit of British manufacturers who send motor cars and similar catalogues to the Consulate at Foochow, it may be mentioned that, owing to the total absence of roads referred to above, there can be no wheeled vehicles in use in the district. Transport is by boat wherever rivers, with which Fukien is fortunately well supplied, are available, or, where water carriage is impossible, by pack bearer. Animals are hardly used at all, human labour being cheaper.

According to information reaching Copenhagen from Berlin, the military authorities have forbidden the manufacture of cotton stuffs all over Germany on account of the British prohibition of the export of raw cotton.

THE PACIFIC MAIL STEAMSHIP CO.

The following telegram is published in the Manila *Cablenews*:—

WASHINGTON, August 4th. Traffic Manager Frey, of the Pacific Mail Steamship Company, has definitely announced that the company will cease sending its vessels to the Orient after November 2nd. This means that all of the ships of this pioneer transportation company will not be seen in the Far East any more after the end of the year, with the exception of the steamship *Perla*, which is under the British flag and thus is not amenable any longer to the provisions of the La Follette Bill. This measure, which, as its name implies, was fostered by Senator La Follette, has been passed by Congress and is exceedingly unpopular with shipowners in all parts of the States, these latter claiming that it is absolutely impossible to conform with its provisions and run their ships without loss.

CONTINUE SCHEDULE TO END OF YEAR.

The Manila agents of the Pacific Mail Steamship Company, the Pacific Commercial Company, has sent the following letter to the Press which is self-explanatory:—

MANILA, August 4th. "We are just in receipt of telegraphic information from San Francisco that the present schedule of the Pacific Mail Steamship Co. will be completed up to the end of this year in accordance with the schedule already in your possession."

"We are ready to accept bookings of cigars and hats for shipment to the United States as heretofore, that is, always for the next steamer on the berth."

"Passenger bookings will also be continued as heretofore until the sailing of the *Perla* homewards, from here on January 6th, 1916."

Mr. John Switzer, vice-president of the Pacific Commercial Company, in commenting on the withdrawal of the Pacific Mail Company's ships from the Oriental run, said:—

"The La Follette Bill goes into effect on November 4th of this year and not on the first day of the new year as is generally supposed. So our company is sending their last steamship to the Far East two days before the bill goes into effect, so as to avoid its provisions."

"We will book cigars and hats for shipment for the steamer following the one at the time on the berth."

When asked if the steamship *Perla*, now under the British flag, would continue her trips to the Orient, Mr. Switzer replied that he could not answer that question, for he was not possessed of any information on that subject.

The La Follette Bill provides for better treatment and increased wages of American seamen on American ships, adds a number of improvements on those vessels and so increases the cost of maintenance and operation that the steamship owners assert that they are unable to keep their ships going without suffering severe losses. Manager Schwerin of the Pacific Mail Steamship Company, who has been for more than twenty-five years the moving spirit among Pacific Coast shipping men in the movement to foster trade between the States and the Far East, stated before the investigating committee of Congress that if the La Follette Bill passed he would withdraw the ships of the company from the China, Japan, Hawaiian and Philippine trade, and the bill having passed, the company now finds it necessary to leave the trade which it has laboriously built up between America and the countries mentioned.

SAVE EVERY LITTLE BIT.

CHANCELLOR'S PLEA FOR SELF-DENIAL.

At the invitation of the Parliamentary War Savings Committee a conference was held in Westminster Hall at which Mr. McKenna, Chancellor of the Exchequer, said:—

"When the present War Loan Bill was introduced into the House of Commons it became apparent that great efforts must be made all over the country in order to induce people to economise, partly with the object of providing funds to subscribe to the War Loan and partly with a view of economising and preserving our resources. We are all united in our desire to carry this war to a successful conclusion at the earliest possible moment. 'Here we have an opportunity for every man and woman in the country to do public service, and public service which at this moment, I venture to say, is as real, as genuine, as vital, and as fruitful as any that can be thought of. It seems a humble task to cut down our expenditure, to deny ourselves all luxury, to teach others how they can best spend their incomes—even how they should cook their food—and how they should economise in their living—it seems a humble task, but it has become vitally necessary.'"

There was a marked contrast between our methods and those of Germany. 'We rely more upon individual spirit, courage, and energy; Germany relies upon organisation and concerted action.' Our methods would only bring us a victory if the individual himself was capable of the effort. At the present time extravagance was a crime; economy, parsimony even, the highest of national virtues. 'The nation which can endure losses the longest is the nation which is going to win,' continued Mr. McKenna. 'If we are to endure, if our resources are to stand the strain, we must not continue to be so reckless in our personal and domestic expenditure; we must not go on buying from abroad vast quantities of commodities with which in war time we really could dispense. We have to buy abroad, and we are buying from abroad, machinery and munitions. If we have to buy and pay for them we cannot pay as readily for much else that we import. Now the real source of our strength, when it is once understood, is the power of the individual to economise, to save, to limit his consumption, and so reduce our demand for foreign goods.'"

CEMENT TRADE IN THE FAR EAST.

The U.S. Consul-General George E. Anderson, of Hongkong, reports that there is general depression in the cement trade of the Far East, growing out of the general depression in all trade, although the situation in the cement manufacturing concerns in Hongkong is due more to a lack of outgoing tonnage at a fair price than anything else.

For several years the demand for Hongkong cement in the Philippines and the Far East has been falling off materially as a result of competition from Japanese and Indo-China concerns, and especially from competition of German cement manufacturers, whose product has been carried to various ports and to the South Seas and Australia at freight rates which represented little more than the expense of ballast. With the outbreak of the war this supply of German cement was shut off, and it was expected that there would be a marked increase in the demand for the product of the Far Eastern factories. This demand has not been forthcoming on the whole, however, both because of the high freight rates obtaining on all classes of goods, and of the lack of tonnage in many cases at any price.

The demand for cement in Australia has continued in fair volume, and the Hongkong factory could find a ready market in that Commonwealth at good prices if tonnage could be had. This tonnage, however, is not available at fair rates, and the volume of business being done is restricted accordingly.

LOWER FREIGHT RATES SOUGHT BY JAPANESE. Japanese newspapers report that the situation among Japanese factories is such that the smaller factories have been closed, and some of the larger ones are in serious straits. Some of the latter, however, have entered the South Seas trade, and are shipping considerable cement to various islands in that part of the world and to Australia. They are clamouring for lower freight rates, though the understanding among the trade in Hongkong is that they are now receiving consideration in rates for their product in Japanese steamers, trading to the South Seas. As illustrating what the trade has been doing, it is interesting to note that the Japanese manufacturers in their representations for lower freight rates claim that the freights they now pay on cement from Japan to the South Seas are three times those paid by German manufacturers on cement from Germany to the same markets before the war.

In spite of the removal of the duty on Portland and Roman cement entering the United States, and the expectation of trade between Hongkong and the United States in this product, no cement has been shipped from Hongkong to the United States under the new tariff, and unless there is a complete revolution in ocean freight rates it seems unlikely that any such trade will be possible. Shipments of cement from Hongkong to the Philippines in 1914 were valued at only \$11,476 as compared with \$160,229 in 1913, \$230,191 in 1912, and \$349,616 in 1911. Efforts to build up a trade with Hawaii have also been unsuccessful.

THE CAMPAIGN IN THE WEST.

GERMAN MILITARY EXPERT'S VIEWS.

Major Morant, the Military Correspondent of the *Berliner Tageblatt*, provided last week (says the *Times* of July 9th) a general review of the military situation. Dealing with the position in the West, he said that "the stubborn attack" of the French and English had had no unfavourable consequences from the German point of view. There had merely been "quite small gains of ground, purchased by heavy sacrifices of life." Major Morant says that the French "still seem to be of the opinion" that the German line in the West is greatly weakened for the sake of the Eastern campaign, and that the German arrangements for bringing up reserves can be dislocated by distributing attacks over a wide area.

Major Morant says it must be admitted that the French use every variation of tactics, and that, whereas in 1870 they carefully avoided hand-to-hand fighting with the German infantry, they now positively seek it with an impetuosity which proves their will to conquer. "He proceeds:—

The French Army seems still to be well in hand, and as, together with the English, it is superior to us in number and in units, it follows that the labours of our brave armies in the West are above all praise. It is upon this toughness in maintaining what we have won in the West that our offensive in the East depends, and we must never forget that the Anglo-French spring offensive, which was so often advertised, has come to grief.

It is not yet possible to see whether great importance must be attached to the English scarcity of munitions and to the increasing difficulties of recruiting. Hitherto one can only note the fact that the expenditure of ammunition by the enemy remains unlimited, and that they have always been able to find the necessary reinforcements to make good their great losses. We shall also be wise not to doubt that England will succeed in organising properly the production of munitions. Presumably England will also be able, by all sorts of means and devices, to maintain the present strength of the British Armies in France. But the determination of the moment at which the trench warfare is to be turned into open warfare may be regarded as being no longer in the power of our enemies in the West.

GERMANY AND THE WESTERN FRONT.

A London cable to India on the 11th inst. states that the belief that the Germans are about to attempt a strenuous offensive on the western front is now general. It is considered in view of the impossibility of large withdrawal from Galicia that such an attempt will mean utilisation of all available troops, which is attributed to the desire to force the issue and avoid a winter campaign.

THE ARMING OF MERCHANT SHIPS.

U.S. GOVERNMENT'S RULES.

The following are the rules drawn up by the American State Department relating to the admission of armed merchant vessels of belligerent nationality:—

A.—A merchant vessel of belligerent nationality may carry an armament and ammunition for the sole purpose of defence, without acquiring the character of a ship of war.

B.—The presence of an armament and ammunition on board a merchant vessel creates a presumption that the armament is for offensive purposes, but the owners or agents may overcome this presumption by evidence showing that the vessel carries armament solely for defence.

C.—Evidence necessary to establish the fact that the armament is solely for defence and will not be used offensively, whether the armament be mounted or stored below, must be presented in each case independently at an official investigation. The result of the investigation must show conclusively that the armament is not intended for and will not be used in offensive operations. Indications that the armament will not be used offensively are:—

That the calibre of the guns carried does not exceed six inches.

That the guns and small arms carried are few in number.

That no guns are mounted on the forward part of the vessel.

That the quantity of ammunition carried is small.

That the vessel is manned by its usual crew, and the officers are the same as those on board before war was declared.

That the vessel intends to and actually does, clear for a port lying in its usual trade route, or a port indicating its purpose to continue in the same trade in which it was engaged before war was declared.

That the vessel takes on board fuel and supplies sufficient only to carry it to its port of destination, or the same quantity substantially which it has been accustomed to take for a voyage before war was declared.

That the cargo of the vessel consists of articles of commerce unsuited for the use of a ship of war in operations against an enemy.

That the vessel carries passengers who are as a whole unfitted to enter the military or naval service of the belligerent whose flag the vessel flies, or of any of its allies, and particularly if the passenger list includes women and children.

That the speed of the ship is slow.

D.—Port authorities, on the arrival in a port of the United States of an armed vessel of belligerent nationality, claiming to be a merchant vessel, should immediately investigate and report to Washington on the foregoing indications as to the intended use of the armament, in order that it may be determined whether the evidence is sufficient to remove the presumption that the vessel is and should be treated as a ship of war. Clearance will not be granted until authorised from Washington, and the Master will be so informed upon arrival.

E.—The conversion of a merchant vessel into a ship of war is a question of fact which is to be established by direct or circumstantial evidence of intention to use the vessel as a ship of war.

THE HONGKONG VOLUNTEERS.

CORPS ORDERS BY LIEUT.-COL. A. CHAPMAN, V.D. JOINED.

1.—Sapper G. H. White joined the Corps on 11th inst., allotted Corps No. 1860 and posted to Engineer Company.

2.—Pte. S. B. Whittall is permitted to resign, dated 11th August, 1915.

3.—Members of No. 3 Section Scouts Company will return their rifles and bayonets to Headquarters on Thursday, 12th inst., before 10 a.m., for inspection. They will be ready for re-issue on Friday, 13th inst.

4.—Parades for Thursday, 12th inst., 5.30 p.m. Recruits of Engineer Co. (except Quarry Bay Section), No. 2 Section Artillery Battery, Centre Section M.G. Co. and Scouts Co. who have not been passed out, Squad drill and Rifle exercises at Headquarters under Sergt.-Major Higby.

5.—Gun Club Hill, Kowloon. Next for duty: H.K.V.R. DETENTION CAMP, KOWLOON. Next for duty: H.K.V.R. G. E. SWANBY, Capt., Adjutant, H.K.V.C.

HONGKONG POLICE RESERVE.

GUARDS Thursday, August 12th. British 1 Sergt. and 7 men. Chinese 2 " " 14 " Portuguese 2 " " 13 " O. C. Guard, Chief Inspector Mason.

Friday, August 13th. The details for Friday's Guard are altered and stand as follows: British 1 Sergt. and 7 men. Chinese 2 " " 13 " Portuguese 2 " " 14 " O. C. Guard, Crown Sergeant Watt.

Saturday, August 14th. British 1 Sergt. and 7 men. Chinese 2 " " 10 " Portuguese 2 " " 10 " Indian 1 " " 7 " O. C. Guard, Inspector D'Almeida.

Sunday, August 15th. British 1 Sergt. and 7 men. Chinese 2 " " 14 " Portuguese 2 " " 6 " Indian 1 " " 7 " P. C. JEWKIN, D.S.P. (Reserve).

ITALIANS ABROAD.

THREE ARMY CORPS FROM AMERICA.

The *Nuovo Giornale* states that Italian residents in the United States, Brazil, and Argentina will furnish 150,000 men equivalent to three army corps. Steamers are arriving daily with recruits, who are drilling during the passage.

INTIMATIONS

LANE, CRAWFORD & Co.

TELEPHONE 1741.

JUST RECEIVED:

CASEMENT CLOTHS

IN A VARIETY OF SHADES.

CRETONNES

AND

TAFFETAS

LINENS,

SHEETINGS,

TISSUES.

WIDE RANGE OF BORDERS TO MATCH.

PATTERN BOOK ON APPLICATION.

LANE, CRAWFORD & Co.

[22]

SAKURA BEER.



BEFORE LEAVING FOR HOME

ON A HOLIDAY

ORDER THE

"HONGKONG WEEKLY PRESS"

TO BE SENT TO YOU, AND SO

KEEP IN TOUCH WITH THE FAR EAST.

ALL THE NEWS OF THE WEEK FULLY RECORDED, INCLUDING THE MOVEMENTS OF THE LOCAL MARKETS.

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PRICE \$1.75

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A TABLE OF THE

RATES OF EXCHANGE AT BOMBAY

for Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Average for 35 years, from 1874 to 1909.

PRICE 30 CASH

On Sale at the Daily Press Office, Local Bookellers.

NEW ADVERTISEMENTS

TO LET—FURNISHED.

"SLEIGH," No. 98, THE PEAK, from 1st September.
Apply—
Messrs. HASTINGS & HASTINGS
Hongkong, 12th August, 1915. [855]

THE SHANGHAI BUILDING AND INVESTMENT CO., LTD.

NOTICE IS HEREBY GIVEN that SHARE CERTIFICATE No. 22 in the name of CHEUNG TSUNG CHI (張祥之) late of 41, Connaught Road, Hongkong, for Forty (40) Partially Paid Up Shares Nos. 1701 to 1740 in this Company, has been declared to be LOST, and the public are warned against negotiating same.

In the event of the above-mentioned Certificate not being recovered on or before the 11th September, 1915, a new Certificate will be issued, and the above-mentioned Certificate will be cancelled forthwith.

By Order of the Directors,
J. A. WATTE & Co., Ltd.,
Secretaries and General Managers. [857]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 22nd August, to SATURDAY, the 14th August, 1915 (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
N. J. STABBS,
Chief Manager. [859]

HONGKONG ICE COMPANY, LTD.

NOTICE.

IN accordance with the Provisions of No. 111 of the Articles of Association the General Managers have This Day declared an INTERIM DIVIDEND for the half-year ended 30th June, 1915, of TWO DOLLARS PER SHARE.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after TUESDAY, 24th instant.

The FIRST FLOOR BOOKS of the Company will be CLOSED from the 12th to 23rd instant both days inclusive.

JARDINE, MATHEWSON & Co., Ltd.,
General Managers.
Hongkong, 9th August, 1915. [849]

ROYAL HONGKONG GOLF CLUB.

NOTICE OF EXTRAORDINARY GENERAL MEETING.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the Members of the above Club will be held at the Club House, Happy Valley, on FRIDAY, the 13th day of August, 1915, at 5.30 P.M., when the subjoined Resolution, which was passed at the Extraordinary General Meeting of the Members of the above Club held on the 29th day of July, 1915, will be submitted for confirmation as a Special Resolution—
"That the Articles of Association of the ROYAL HONGKONG GOLF CLUB be altered in the manner following—
That the following words be inserted in Article 42 after the word "Creditors"—
"or be the subject of a nation between which and Great Britain a state of war exists."

By Order,
T. W. HILL,
Acting Honorary Secretary. [845]

NOTICE.

ONE of our Chinese Employees, named A. MAN, has been Dismissed from our service as from the commencement of this month. We, therefore, request our Customers not to hand over any Machines for repairs to him or to any other person unless he produces a signed authority from us.

RAMSEY & Co.,
69, Des Voeux Road, Hongkong.
Hongkong, 10th August, 1915. [848]

WANTED.

A LADY returning to England in September desires the services of someone as Children's Nurse during the voyage in return for a passage (first class if necessary).
Apply to—
Box No. 7,
Care of "Daily Press" Office
Hongkong, 7th August 1915. [837]

TO HIRE OR PURCHASE.

WANTED, TWO LARGE STEAM LAUNCHES with extensive passenger accommodation.
Monthly charter preferred. Negotiate with—
"A. R. C."
Care of "Daily Press" Office.
Hongkong, 7th August, 1915. [839]

WARNING.

"LE PETIT CHAT" SAVON.

EXTRA FINE

("CAT" MARK BRAND OF PERFUMED SOAP).

MESSRS. C. FERRIER & Co., the Proprietors and Manufacturers of this well known Perfumed Soap, have ascertained that Soap made by other Manufacturers is being placed on the market under a mark which is a close imitation of the registered "LE PETIT CHAT" mark belonging to Messrs. C. FERRIER & Co. Such manufacturers are warned that Messrs. C. FERRIER & Co. will not hesitate to take all steps open to them to stop such fraudulent competition.

And all merchants and shopkeepers are warned that steps will be taken without notice against any persons found selling or in the possession of a soap under a mark which is an imitation of "Le Petit Chat" mark of Messrs. C. FERRIER & Co. The sole representative of Messrs. C. FERRIER & Co. in Hongkong is Mr. E. NISSEN of the firm of L. NISSEN, 93, Rue de la République, Marseilles.

INTIMATIONS

G. R.

GENERAL LICENCE UNDER KING'S REGULATIONS No. 10 of 1915.

WHEREAS under the provisions of the King's Regulations No. 10 of 1915 prohibiting trading with the enemy all persons subject to the jurisdiction of His Majesty's Supreme Court for China were prohibited from doing certain things save so far as licences might be issued enabling them to do so AND WHEREAS by paragraph XI. of the aforesaid King's Regulations it is provided that nothing in such Regulations shall be taken to prohibit anything which shall be expressly permitted by the King's licence or by the licence given on his behalf by His Majesty's Minister in China whether such licence be specially granted to individuals or be announced to classes of persons NOW THEREFORE I His Britannic Majesty's Minister in China hereby announce as follows—

(1) In this licence the words "person" and "enemy" shall have the same meanings as are given to them in the said King's Regulations No. 10 of 1915.

(2) Any person carrying on a retail business is permitted to supply for cash to an enemy articles of clothing, drugs, food-stuffs, wines, spirits, waters and other provisions and articles of ordinary household use or consumption and the necessities and accompaniments of daily life.

Any person is permitted to purchase for cash such articles, from a retail business carried on by an enemy.

(3) Any person at the date of this licence occupying any land, building, flat, apartments or rooms belonging to an enemy is permitted to pay rent for the same to such enemy during the unexpired term of any existing lease or tenancy or during any renewal thereof.

(4) Any person being the lessor of any land, building, flat, apartments or rooms which at the date of this licence is in the occupation of an enemy is permitted to allow the continuance of such occupation during the unexpired term of any existing lease or tenancy or during any renewal thereof. Any person is permitted to supply board and lodging to an enemy.

(5) Any person having at the date of this licence in his or her employ an enemy performing services of a purely domestic nature is permitted to continue such employment and payment for such services during the unexpired term of any existing contract or during any renewal thereof.

(6) Any person being at the date of this licence in the employ of an enemy for the performance of services of a purely domestic nature is permitted to continue in such service during the unexpired term of any existing contract or during any renewal thereof.

(7) Any person supplying gas, water, electric current or telephonic communication is permitted to supply the same with the fittings necessary therefor to an enemy, and any person is permitted to receive and pay for such services when supplied by an enemy or an enemy Municipality.

(8) Any British Municipality is permitted to perform its accustomed services to or for the benefit of an enemy, and any person is permitted to take advantage of and pay for the accustomed services of an enemy Municipality.

(9) Any person residing within the limits of an enemy Concession is permitted to pay the rates, taxes and dues levied by the Municipality or other proper authority in such Concession for the maintenance and administration thereof. Any person carrying on the profession of a medical practitioner, surgeon or dentist is permitted to attend and treat an enemy as a patient, and any person desiring to do so is permitted to consult, and obtain treatment from, an enemy practising medicine, surgery or dentistry, and to make payment for such services.

J. N. JORDAN,
His Britannic Majesty's Minister.
Peking, 29th July, 1915. [844]



THE SAM HEE Cigarettes manufactured by us and introduced under the above mark have been admired by the Public since they were put on the market a year ago for which we are extremely obliged. Recently we received a letter from the British American Tobacco Company stating that our SAM HEE label somewhat resembles their THREE CASTLES label and requesting us to modify its appearance in order to mark a distinction and prevent purchasers from making a mistake. Now our SAM HEE mark has been duly registered with the Government, but since the British American Tobacco Company is of opinion that our SAM HEE label somewhat resembles their THREE CASTLES label, we have no desire to break the friendship on account of such a matter. We are, therefore, using the RAVEN and MA WOO marks to substitute our SAM HEE mark for the time being. Our object is to make the prices cheap and the goods fine; these are most important matters. In future we shall use more exertion towards making the finest goods to meet the taste of our people.

CANTON NANYANG BROS. TOBACCO COMPANY.
Hongkong, 10th August, 1915. [853]

HOUSES TO LET

G. R.

WAR DEPARTMENT.

TO LET.

IMMEDIATELY. Nos. 4, 5, 9, 10, 12 and 13, AUSTIN AVENUE, Kowloon. Rent, including use of existing electric light fittings, \$55 per month.

Particulars on application to—
O. C. A. S. C.,
Victoria Barracks, Hongkong.
Hongkong, 9th August, 1915. [843]

TO LET.

FROM 1st September, that part of the building known as "STONEHEDGE," No. 6, Robinson Road, now in the occupation of the Nippon Yusen Kaisha, particularly suitable for a Boarding House.

Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 10th August, 1915. [847]

TO LET.

BRITISH CONCESSION, SHAMEN.

ONE THREE-ROOMED FLAT, also Good Office and Godown accommodation.
Apply to—
T. E. GRIFFITH, Ltd.,
Canton, 29th July, 1915. [798]

TO LET.

FROM 1st September next, desirable SIX and EIGHT ROOMED Residences in Broadway and Wong-Nahong Roads, the latter commanding a Fine View of the Race Course.

For terms and particulars apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 16th July, 1915. [787]

TO LET.

HOUSES in LYNEWOOD VILLAS and TORRES BUILDINGS, ready for occupation from the 1st August next.

Apply to—
SPANISH DOMINION RECOGNITION.
Hongkong, 16th July, 1915. [801]

NOTICE.

TO LET—A HOUSE at Observatory Villas, Kowloon.

Apply to—
ARRATON V. APCAR & Co.
Hongkong, 6th July, 1915. [729]

TO LET.

WHOLE or PART SHOP in Chater Road.

Apply to—
CLARK & Co.,
Opticians.
Hongkong, 29th June, 1915. [708]

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.

Apply within.
Hongkong, 1st June, 1915. [618]

TO LET.

FOUR-ROOMED FLATS in Hand Road, Kowloon, and MAY ROAD, Hongkong, with connection in October next.

English Baths and Kitchen Ranges, Hot and Cold Water, Electric Light, First Class Modern Appliances throughout, including Water Carriage System.

"PENTHEW," Minden Row, Kowloon, 6-Roomed House, with Tennis Court.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 17th July, 1915. [852]

TO LET.

HOUSES in CLIFTON GARDENS, Central Road.

OFFICES facing the Harbour between the Hongkong Club and Post Office.

THE PEAK "THE RETREAT," 21, WONG-NEI-CHONG ROAD, GOWDOWNS, New Praya, Kennedy Town, GOWDOWNS, at Wanchai Road.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st April, 1915. [838]

TO LET.

OFFICES in St. GEORGE'S BUILDINGS, Second Floor, Overlooking Harbour immediate possession.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [839]

TO LET.

A HOUSE in Kowloon.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st March, 1915. [841]

TO LET.

THE SOUTH-WEST portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GOWDOWNS, No. 1, Lee House Street.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.,
Hongkong, 1st March, 1915. [838]

INTIMATION

"THE WINE OF KINGS"
THE KING OF WINES.CHAMPAGNE
DE ST.
MARCEAUXIS A GUARANTEED VINTAGE
WINE.

VINBRUT. OR VERY DRY.

VINTAGE 1906.

THE WINE OF THE
CONNOISSEUR.

SOLE AGENTS:

A. S. WATSON
& CO., LTD.

WINE & SPIRIT MERCHANTS.

HONGKONG.

DEATH.

Boyd.—On August 11th, at Shanghai, ARCHIBALD BOYD, late of the Ningpo Customs, aged 35 years.

Hongkong Office: 10A, Des Voeux Road C.
London Office: 181, Fleet Street, E.C.

The Daily Press.

HONGKONG, AUGUST 27th, 1915.

THE SALVATION OF CHEFOO.

Chefoo when it was opened in 1861 was considered to have a great future before it.

It was predicted of it that it would not improbably become, by reason of its highly advantageous position, the principal entrepôt of trade not only for North China, but Corea, Japan and the Russian possessions in the North Pacific.

But these anticipations have fallen far short of fulfilment; and in recent years, especially, Chefoo has suffered considerably in the competition with the newer and better equipped ports, like Dairen and Tsingtau.

Chefoo has been greatly handicapped by the want of a breakwater for which the community has been agitating for many years. At length, this need, so vital to the future position of the port as a trading centre, has passed out of the realm of discussion, and within the last few weeks the community has had the satisfaction of seeing the work actually begun.

For practically a whole month every year the condition of the weather makes work almost at Chefoo impossible, and the trade of the port has suffered in consequence in the competition with neighbouring ports.

With the Japanese aiming at the opening of Lungchow, which is practically a sub-port of Chefoo, the days of Chefoo seemed to be numbered, unless the harbour improvement scheme materialised.

The Report of the Commissioner of Customs at Chefoo for 1914, which was written before the harbour improvement scheme had been definitely approved by the high authorities, reflects the depressing effect which the long delay had on the community.

"Those who have invested money and long years, Chinese more than foreigners, in endeavours to build up business here," he writes, "feel that a little help given early would have enabled Chefoo to hold its own against Tsingtau and Dairen which were but fishing villages

long after Chefoo was a treaty port. The result is a local feeling of intense indignation and of the comparative hopelessness of efforts which gain little or tardy support. It is said that many Chinese firms desire to move to Weihaiwei and are only prevented from doing so by the British Government's refusal to guarantee its occupation of the territory."

The closing of Tsingtau on account of the war led to cargo reverting to Chefoo to a slight extent, but "the Chinese merchants who had become accustomed to the facilities offered by railway transit were so disgusted when met by the difficulties of road transport that they have preferred to hold goods back waiting on developments at Tsingtau."

A Report like this by a Commissioner of Customs should be very helpful to the community at Chefoo who realising the needs of the port have been ceaselessly pressing them upon the attention of the authorities.

In the matter of the Harbour Scheme their untiring efforts have been at length rewarded, and the Government now seems to recognise that a railway to Weihaiwei, for which the community has long been agitating, is no less desirable and necessary than the breakwater.

A survey of the route has been made, and an inquiry has been held by the Government into traffic possibilities.

Consequently, the Chefoo community has begun to take a more hopeful view of the future. They see stagnation turning into prosperity, for it is obvious that with a protected harbour and railway communication linking up the port with the Tsingtau-Tsinan railway, Chefoo, if it does not capture the large trade from Lungchow which has been allowed to slip into the hands of Dairen and Newchwang, might at least, in the opinion of the Commissioner of Customs, secure a share of the increased trade resultant from Lungchow being opened, "as with its population of some twenty-one millions and its latent riches, Shantung can well provide trade for another port, which, as the harbour is shallow, will need to work in co-operation with a deep sea port."

With the construction of the much-needed breakwater, and the railway as well, the decline in the commerce of the port will certainly be definitely arrested and the turn taken towards a revival and steady growth of its prosperity.

A mail for Europe via Siberia closes to-day at 3 p.m.

Li Kwok Kwong, Civil Governor of Kwangtung, passed through Hongkong yesterday en route for Peking. He is relinquishing the post of Civil Governor of the province.

The Wakamatsu Iron Foundry has, it is reported, planned an extension of the plant by two smelting furnaces and necessary adjuncts and has asked the sanction of the Government. It will involve spending Y.3,000,000 in six years.

The death took place at the Shanghai General Hospital, last week, of Mr. Archibald Boyd. Deceased, who was born in Portsmouth, joined the Customs Service in August, 1910. He was for some time stationed at Lappa and recently transferred to Ningpo.

A group of Japanese Parliamentary members are on their way to China, says a recent dispatch from Tokyo. Fifty M.P.s. have expressed a wish to visit China with the view of "bringing the two peoples into closer contact." They are coming to China by way of Korea and Manchuria.

A Hankow telegram to the *Mainichi* says that Messrs. Siemens & Co., Carlowitz & Co., and other German firms in the British Settlement at Hankow are making preparations to leave the Settlement. This is, however, not due to any official communication from the British authorities.

Mr. W. G. Worcester has compiled and published a *Hongkong Investors' Handbook* with the object of enabling investors to readily review the results of the operations of local undertakings during the past few years. The usefulness of this little compilation to investors is self-evident.

Monday, August 2nd, witnessed the opening of the dredging operations by which the sea bed is to be prepared for the harbour improvements contemplated at Chefoo. To the accompaniment of the firing of crackers, launches gaily decked with bunting conveyed to the scene of operations a large company, representing the various interests of the port, the representatives of which had received invitations by the courtesy of the officials of the Netherlands Harbour Works Co.

The Rev. Robert E. Brown, S.J., of the Manila Observatory, who is passing through Hongkong on his way to the Front, will deliver a Lecture at the Catholic Women's Hall, Garden Road, on Friday at 6 p.m. The Lecture will be open to the Members of the League and the public. No invitations will be issued.

Dr. Kaikhushroo Sorabjee Sethna, L.M. & S. B. Hy., D.P.H., D.T.M. & H., eldest son of Mr. Sorabjee Dhunjeebhy Sethna, the sole proprietor of the firm of S. D. Sethna & Co., of Hongkong, and the oldest Parsee resident of the Colony, has been appointed the first Health Officer of Delhi, the new capital of India.

The Bombay *Jun-E-Jamshed* gives Dr. Sethna's career as follows:—Passing his Matriculation Examination from St. Xavier College, Bombay, in 1902, he joined the Medical College, where he studied for five years, and passed all examinations with credit.

In his second-year examination he received the Anderson Scholarship, in the third year's examination he received the Anderson Scholarship and Gray Medal, and in the final examination he received prizes in Midwifery and Gynecology. He passed his examination in Bombay of Bachelor of Hygiene, and then proceeded to London for further study, where within a short period of five months he passed his examinations in D.P.H. and D.T.M. & H.

Dr. Sethna was for two years a house surgeon at the Parsee Lying-in Hospital at Bombay and afterwards set up in private practice.

A meeting of the Senate of the University of Dublin was held on June 30th, for the purpose of conferring degrees in Arts, Music, Science, Engineering, Medicine, Law, and Theology.

We make the following extract from a report in the *Irish Times*:—
One honorary degree was granted by the Senate in Absentia, the Public Orator addressing the assembly in a Latin speech, a translation of which here follows:—I commend to you an illustrious member of an illustrious family, the Honourable Sir Francis Henry May, one whom his distinguished ancestry, no less than his own peculiar merit, renders eminently worthy to receive to-day the honour of our purple.

His father, as we all know, devoted himself with such success to the study of literature at Cambridge that while quite a young man he was elected a Fellow of his college, and in later years, raised by his labours at the Bar to the highest dignities, he crowned a brilliant series of distinctions by elevation to the Bench as Lord Chief Justice of Ireland.

Nor can we doubt that the son from his youth up determined to keep his father's eminent example ever before his eyes; for, after laying with great success the first foundations of his scholarship at Harrow, he applied himself in these halls to the study of Greek, Latin, and Modern Literature with such diligence that he easily carried off the highest prizes. Further, even in those early days, his sterling qualities of heart and the charm of his manner so endeared him to all that it would have been hard to find anyone more popular both with seniors and contemporaries.

On leaving college he was elected by competitive examination to an important post in our Colonial service, and sailed about 30 years ago for the distant island of Hongkong, in the government of which he has from the first taken a prominent part. It is well known that he was decorated for his services during a terrible outbreak of plague, that he was subsequently elected a member of the Legislative Council, and that he displayed in that capacity such remarkable industry, ability, and firmness that he was five times chosen to take the place of the Governor while he was absent. But I have said enough. Was ever brilliant career more worthily crowned than his, when some three years ago he was appointed full Governor of the Colony? Moreover, he has lately been appointed Chancellor of the University established in the island, and shows by his untiring interest therein how great is his zeal for the cause of literature and learning, and this high position which he holds unites to us our sister in the East by the closest bonds of affection. Such, then, as you see, is the devotion with which he labours in all departments of the public service; and if his many official duties do not permit him to be present in person with us here to-day it will soon, we hope, be our good fortune once more heartily to welcome our old friend in all the pride of those high distinctions whereby we are honoured no less than he.

I therefore, commend to you with confidence Sir Francis Henry May, calling on you to bestow on him to-day, though absent, our highest academic honour.

The entry in the list is:—
IN ABSENTIA.
HONORIS CAUSA.

Doctor in Uroque Jure—Honorable Sir Francis Henry May (Equus Comes-mandator Ordinis Sanctissimi Michaelis et Georgii).

THE WAR.

OPERATIONS IN GALLIPOLI. IMPORTANT NEW LANDINGS EFFECTED.

STRONG TURKISH POSITIONS STORMED.

RUSSIANS' DOGGED VALOUR.

BIG NAVAL FIGHT IN THE BALTIC.

FIGHTING ALONG FRENCH FRONT.

THE NEAR EAST.

(THROUGH REUTER'S AGENCY.)

PROGRESS AT THE DARDANELLES.

AN IMPORTANT SUCCESS.
ALSO ANOTHER SUCCESSFUL
LANDING.

LONDON, August 10th.
General Sir Ian Hamilton reports fighting during the last few days, resulting in substantial progress.

He states that in the southern zone 200 yards were gained on a front of 300 yards eastward of the Kithia road, and held despite determined counter-attacks, which were repulsed with heavy loss.

Repeated attacks elsewhere were defeated.

The General pays a tribute to the wholehearted co-operation of the French.

Sir Ian Hamilton also reports an important success in the "Anzac zone" (Anzac is an abbreviation for the Australian and New Zealand army corps). A footing was gained on Chunuk Bair, a portion of the Sari Bair mountain. The crest was occupied after fierce fighting and successful storming of strongly held positions.

The enemy's losses were again considerable. Six hundred and thirty Turkish prisoners were taken, together with a Nordenfjeldt gun, two mortars, mine machine guns and a large quantity of bombs, rifles, etc.

The British have made another successful landing on the coast.

TURKISH OFFICIAL STATEMENT.

AMSTERDAM, August 10th.
A Turkish communiqué contains the important statement that the Allies on the night of the 7th-8th inst. under the protection of the Fleet landed a force at Karachali, at the head of the Gulf of Saros, on the mainland, on the road from Enos to the Bulair Lines.

The communiqué also reports two other fresh landings of Allied troops near the "Anzac" zone.

TURKS THREATENED FROM THE REAR.

LATER.
Sir Ian Hamilton's despatch is most gratifying. Sari Bair is a dominating mountain, 971 feet high, commanding the whole Peninsula, including the Narrows. The success also threatens the Turkish Army in the southern zone from the rear.

The attack of the Australians began at night under cover of a searchlight from a destroyer. Simultaneously a fresh landing was effecting elsewhere. Considerable progress was made.

Scattered on the battlefield were found quantities of Turkish rifles, ammunition, and equipment.

Sir Ian Hamilton says that the French Corps several attacks proved of the greatest assistance.

FRANCO-BELGIAN FRONT.

(THROUGH REUTER'S AGENCY.)

BRITISH GAINS AT HOOGE.

VIOLENT ARTILLERY ENGAGEMENT.

LONDON, August 10th.
Field-Marshal Sir John French, in a bulletin, says that the gains at Hooge have been consolidated. A German attack was easily repulsed. Afterwards there was a violent artillery engagement, as the result of which all the trenches to the south of Hooge, both British and German, became untenable, necessitating slight withdrawals, making no material difference in the positions.

GERMAN ATTACKS FAIL.

PARIS, August 10th.
Fighting continued at Souchez, Argonne and Lorraine. All German attacks were easily repulsed.

The Germans violently bombarded Bois-le-Prete and then attacked, but were immediately stopped by curtains of fire. The enemy made a fresh attack at night, supported by a bombardment of asphyxiating shells. This also was defeated by the French artillery.

ANOTHER "QUIET" DAY.

PARIS, August 11th.
The evening communiqué says: "The day has been quiet, apart from some artillery actions."

AIRSHIP ACTIVITY.

(THROUGH REUTER'S AGENCY.)

AIR RAID ON EAST COAST.

WOMEN AND CHILDREN KILLED
AND WOUNDED.

AN ATTACKING ZEPPELIN DESTROYED.

LONDON, August 10th.

The Admiralty announces that a squadron of hostile airships visited the East Coast last night. The visit lasted from 8.30 till 12.30 in the morning.

Some fires caused by the incendiary bombs were quickly extinguished.

Only immaterial damage was done, but one man, eight women and four children were killed, and four men, six women and two children wounded.

One Zeppelin was seriously damaged by gun-fire from the land defences, and when being towed to Ostend in the morning was subjected to continual attacks by aircraft from Dunkirk. The Zeppelin's back was broken, and the rear compartments were damaged, and the vessel finally exploded.

It was a very dark night, and thick fog in places rendered the flying of the British aeroplanes a very difficult matter.

Flight Sub-Lieutenant R. Lord, one of the pilots engaging the enemy, was killed while landing.

LATER.
The Press Bureau announce that another woman has been killed, and a further man and woman wounded as the result of the raid.

ONE MISSING.

AMSTERDAM, August 11th.
Four Zeppelins passed Ameland from the West towards Germany. Five were sighted on the previous morning going East.

ZEPPELIN ATTACK ON RED CROSS.

PETROGRAD, August 11th.
Two Zeppelins attacked two Russian Red Cross trains on Saturday, killing and injuring a great many of the wounded and the attendants.

THE FRENCH AIR RAID ON SAARBRUCKEN.

PARIS, August 11th.
Four aeroplanes did not return from the French air raid on Saarbrücken. One landed in Switzerland.

AMSTERDAM, August 11th.
It is officially announced in Berlin that eight were killed and two wounded in the raid.

RUSSIAN FRONT.

(THROUGH REUTER'S AGENCY.)

INEFFECTIVE GERMAN ATTACKS.

PETROGRAD, August 11th.
A communiqué says: "On the roads from Riga on Sunday night the Russians, after hand-to-hand fighting, repulsed several German attacks, which were supported by the heaviest artillery."

The enemy, after fighting on Sunday night and on Monday in the district of Dwinsk, Schoenberg, and Vilkomir, retreated before Russian pressure, abandoning a hundred prisoners and much material.

Desperate fighting continues on the Narva front on the Lomza and Ostrow roads.

Russian artillery repulsed a German offensive movement against Novogorodok. Along the left of the Vistula the enemy attacks in the directions of Lublin, Lukow and Wlodawa were repulsed.

BAVARIANS IN WARSAW.

MAKING FRIENDS WITH THE CITIZENS.

PETROGRAD, August 11th.
Polish refugees from Warsaw say that the Bavarians now mainly occupy the city. The veteran Prince Leopold looks well, despite the fatigues of the campaign. The Bavarians are striving hard to make friends with the inhabitants. The cafés are full, and the tramways are running as usual.

The majority of the German troops undoubtedly believe that the capture of Warsaw has brought peace within sight. They are tired, and eager to return to their homes.

(THROUGH REUTER'S AGENCY.)

THE RUSSIAN RETREAT.

EXHAUSTING THE ENEMY.

PETROGRAD, August 10th.
When the Russian troops marched out of Warsaw the inhabitants shouted "Come back," and the soldiers answered "Never fear; we shall return, en route to Berlin." Great urns of tea were installed at all the halting places, and restaurants, food-shops, and tobacconists doled out the contents of their premises and distributed them to the soldiers. There was much handshaking and cheering.

THE OPERATIONS NOW IN PROGRESS.
The heaviest rear-guard fighting is now north and south of the Warsaw-Vilna Railway. A few days ago the Germans on the Narva were trying to cut the railway at Malkin, fifty miles from Warsaw. They are now aiming further north, trying to push from the Lomza-Ossowices sector to interrupt the Russians on the railway at Bielsostok, 130 miles from Warsaw.

Further south the Russians from Ivangorod and Lublin are taking prisoners in incessant rear-guard actions, parrying the enemy's attempt to penetrate to Lukow on the Warsaw-Brest railway, and thus advance on the great Brest fortress by a route north-west of the Wlodawa marshes.

WHAT GERMAN PRISONERS SAY.
The severest punishment hitherto meted out to the Germans has been that inflicted on the assailants of Ossowices and Kovno fortresses. Prisoners taken at Kovno describe the Germans as having suffered havoc from the Russian guns. They are destitute of forage and provisions and are so exhausted that they can scarcely be allowed to sleep. A corporal said: "Every day we were rushed to the front and never allowed to rest. The soldiers only long for peace."

THE RUSSIAN RESISTANCE.
The Russian resistance in the triangle between the Vistula, the Narva and the western Bug was such that the Germans for twenty-two days were unable to cover more than a mile a day.

They are still unable to pierce the wall separating them from the main force retreating towards the Brest-Litovsk line. The dogged valour of the Russian infantry on the Narva has been especially successful in helping the entire Russian army to occupy new positions without loss, whereas the Germans, especially at Kovno, suffered almost disaster.

DESERTION PRISONERS.
Two thousand prisoners arrived at Vilna on the 8th inst.

They complain that the Russians remain in such force that none of the Russian reserves have yet been in action, while the Germans cannot contemplate sending any of their fourteen corps westward.

RUSSIAN OPINION ON THE SITUATION.
Some observers at Petrograd argue that the Germans are confining themselves to seizing available land in Poland as an offset to the loss of their colonies, intending to use it as a counter in the final settlement.

Other observers at Petrograd point out that the Russian communiqué shows that the Russians are perfectly able to maintain positions when required. Nothing is heard of a shortage of munitions on these occasions. They declare that the Germans will only succeed in advancing where it suits the Russians to yield.

They contend that this is only additional proof of co-operation with the Allies, showing the Russian steady retirement to be so costly to the Germans that it is part of a concerted plan. They state that the Western Allies have thus had four months in which to complete their preparations and all Russia is now united in strenuous efforts to be ready for the final terrible stage the moment the Western Allies initiate it.

GERMAN PAPERS REVISING THEIR VIEWS.

AMSTERDAM, August 10th.
The German papers are now busy correcting the public view that the occupation of Warsaw meant the end of the war. Thus the *Vossische Zeitung* writes by thinking that the capture of Warsaw is anything but the removal of the first difficulties with which the enemy's army has surrounded itself. Peace is still far distant.

KOVNO'S MAGNIFICENT DEFENCE.

MASSSES OF GERMANS WIPED OUT
BY GUN-FIRE.
PETROGRAD, August 11th.
Details of the assault on Kovno, show that the enemy opened a bombardment with guns of all calibres up to 16-inch after midnight on the 7th inst. The hurricane of fire lasted for two hours, the Russian batteries replying vigorously.

Enemy columns at three o'clock in the morning advanced to the assault in close formation, and were met by a concentrated artillery and rifle fire and explosions of landmines, while repeated Russian counter-attacks finally threw back the Germans with enormous loss along the whole line.

By five o'clock the Germans had assembled in the neighbouring ravines to prepare for a fresh assault. Their guns reopened a hurricane bombardment at noon, throwing an unceasing hail of projectiles all day, but the Russian infantry doggedly maintained their positions.

Enemy columns at nightfall again rushed to the assault, which lasted for two hours. The enemy succeeded in taking part of our advanced trenches, which artillery had wrecked, but Russian reserves again ejected the enemy, who only retained the works near the village of Piele, which was won at cost of enormous efforts and losses.

GERMANS OCCUPY LOMZA.

AMSTERDAM, August 10th.

A Berlin telegram states that troops of the army of General Echeiz have occupied Lomza.

(THROUGH REUTER'S AGENCY.)

HOSTAGE-HOLDING IN WARSAW AND THE GERMAN SENSE OF JUSTICE.

AMSTERDAM, August 11th.
Prince Leopold of Bavaria has issued a Proclamation in Warsaw, in which he declares: "The Germans only wage war with hostile troops, not against peaceful citizens. Peace and order shall be preserved and your rights protected. I expect Warsaw's citizens to undertake that they will commit no hostile action, and trust in the German sense of justice; but as it is known that the enemy is prepared for attacks against Warsaw, the leaders and most prominent citizens will be taken as hostages. With you inhabitants it rests to protect the lives of your fellow-citizens."

The Proclamation further demands that citizens report any knowledge of such attacks. The penalty for negligence is death.

RENEWED ACTIVITY IN CAUCASUS.

TURKS FLEEING IN DISORDER.

PETROGRAD, August 11th.
A communiqué mentions that Turkish attacks along the whole front in the Caucasus on Sunday were repulsed. There was a desperate fight for the possession of the Merchémir Pass, whence the Turks were driven, fleeing in disorder.

The Russians, in the direction of the Upper Euphrates, after capturing a number of positions, are now pursuing the enemy, and have already captured two guns, a camel-caravan, numerous prisoners and much material.

NAVAL ACTIVITIES.

(THROUGH REUTER'S AGENCY.)

RUSSIAN NAVAL VICTORY IN GULF OF RIGA.

"BIGGEST NAVAL ENCOUNTER OF THE WAR."

PETROGRAD, August 10th.
The Baltic on Sunday saw the biggest naval encounter of the war, when two German divisions of vessels of the line, with cruisers and swarms of torpedo craft, swooped towards the Gulf of Riga.

The battle raged a hundred kilometres from the port of Riga for the passage between the island of Osel and Courland. Its intensity may be gauged from the fact that the Germans repeatedly attacked but were foiled by the skill and gallantry of the Russian seamen. The attempts to force the passage proved, in the words of a Russian Official Note, "no easy operation."

The German fleet were faced not only by a formidable Russian mine barrier but also by the Russian fleet. Nothing could have been more discouraging in the difficult task of dealing with mines and Russian marksmanship than the overhead raid by seaplanes, daringly and successfully carried out.

The Russian defenses remained firm and the Russians won a brilliant victory against heavy odds. Competent circles say that the Russians did not lose a single vessel.

GERMAN OFFICIAL ACCOUNT.

AMSTERDAM, August 11th.
The official account, published in Berlin, of the battle says it was only a reconnaissance for the purpose of ascertaining the position of the Russian mines. It admits that two mine sweepers were lost.

BRITISH DESTROYER LOST.

LONDON, August 10th.
The Admiralty announces that the destroyer *Lynx* struck a mine in the North Sea yesterday and sank. Four officers and 22 men were saved.

(H.M.S. *Lynx* was one of the newest of the "L" class of destroyers, which have rendered such useful service. She was of 935 tons displacement, and carried three 4-inch guns.)

GENERAL.

(THROUGH REUTER'S AGENCY.)

GERMANY'S PRE-WAR ARRANGEMENTS.

A DISCOVERY IN SOUTH-WEST AFRICA.

LONDON, August 10th.
The Times gives prominence to information from an authoritative source that the Union troops discovered in South-West Africa 27,000 rifles in packing cases, which had been landed a few weeks before the outbreak of war.

THE TRAITOR MARITZ.

ARRESTED IN ANGOLA.

PETROGRAD, August 11th.
The notorious rebel leader Maritz, with a small party of followers, has been arrested in Angola by the Portuguese authorities.

ATTITUDE OF BALKAN STATES.

Sofia, August 11th.
A speech by the Premier, M. Radostawski, to a deputation concerning agrarian disputes, helps to clear up the complicated situation in the Balkans. The Premier said the proposals of the Entente were conditional on replies from Athens and Nish. Negotiations between Bulgaria and the Allies would proceed when these were received. He said that nothing had as yet been concluded between Bulgaria and Turkey. The latter had granted all Bulgaria's modest demands for her policy of neutrality.

BRITISH COLONEL KILLED.

LONDON, August 11th.
The latest list of casualties includes the name of Lieut.-Colonel A. H. Alley, of the Royal Scots Fusiliers.

(THROUGH REUTER'S AGENCY.)

PEACE OVERTURES. ATTRIBUTED TO GERMAN INSPIRATION.

NEW YORK, August 11th.
There is now more talk of peace in America than of war. This is attributed to German inspiration. The *Herald* newspapers lead the campaign with a full-page editorial, entitled "Let a League of Neutrals urge the making of peace in Europe."

Officials at Washington are indifferent, while the *New York World*, the *Herald*, the *Tribune* and other leading journals declare that peace talk is premature, and dwell on the uselessness of Treaty-making with "scrap-of-paper autocrats."

A FRESH DIPLOMATIC BLUNDER.

ROME, August 11th.
The Italian newspapers consider that the German peace overtures constitute a fresh German diplomatic blunder, revealing the Empire's internal weakness.

The Italian Clerical Newsagency asserts that three American Cardinals, with the approval of the Pope, have taken the initiative with a view to a Peace Congress in Switzerland.

A FALSE RUMOUR.

THE HAGUE, August 11th.
It is semi-officially stated that a report which had gained currency in Geneva that the Queen of the Netherlands had written a letter to the Pope in connection with the restoration of peace is completely unfounded.

GERMAN PRESS PEACE CAMPAIGN.

LONDON, August 10th.
Apparently a German Press campaign with a view to peace has begun. The *Rotterdamische Courant* gives prominence to an article, which, it says, it received from a diplomatic source. After blaming Sir Edward Grey for the war, the writer descends on the "heavy British losses," says that neither in the East nor in the West is there a prospect of decisive results, and hopes that the British people will listen to the voice of reason in view of the increasing signs that International hatreds are decreasing.

AUSTRO-GERMAN AGITATORS' MEETING STORMED.

ITALIANS ROUGHLY HANDLE THE AUDIENCE.

PHILADELPHIA, August 11th.
Several thousand Italians, armed with clubs and bottles, and waving the Italian and American flags, stormed a meeting of Austrian and German agitators and pumelled the audience. The meeting was part of a programme arranged by German sympathisers to persuade Italian reservists not to return to Italy. Finally, the police broke up the meeting.

AMERICAN EXPORTS OF MUNITIONS.

WASHINGTON, August 11th.
The American reply to the recent Austrian Note rejects the contention that the export from America of munitions to the Allies is inconsistent with neutrality.

GENERAL VON BISSING.

BELGIANS HURT THE "IRON HEEL."

LONDON, August 10th.
General von Bissing, Governor-General of Belgium, has arrived in Berlin. It is understood that General von Bissing has resigned the Governor-Generalship of Belgium, finding his post disagreeable and onerous.

GERMANY'S FINANCIAL CONDITION.

CAPITALISTS REPROACHED FOR "TOO MUCH SPECULATION."

LONDON, August 11th.
German anxiety regarding finances is indicated in a semi-official Note in the German papers on the 9th inst., declaring that there had been too much speculation in Germany, and that private capitalists and financiers should concentrate on the Empire's vital interests and not direct money to other channels until the third War Loan has been secured.

KAISER'S FAVOURITE PIANIST DEPORTED.

LONDON, August 10th.
Madame Janotha, the Kaiser's favourite pianist, has been arrested in London and deported.

"SPRINGBOKS" FOR SERVICE OVERSEAS.

LONDON, August 10th.
The South African Overseas contingent is adopting the Springbok as a badge.

HONGKONG HOTEL CO., LTD.

The Profit for the half-year ended 30th June, 1915, including the sum of \$2,044.24 brought forward from the previous year, amounted to \$102,104.71 which the Board recommend to be apportioned as follows:

To pay a dividend of \$2.50 per share on 20,000 fully-paid shares: \$50,000.00

To write off Furniture and Fixtures account: 10,000.00

To write off Hotel Launch account: 2,000.00

To Transfer to Repairs and Renewals account: 6,379.77

To carry forward to the next half-year: 33,724.94

Total: \$102,104.71

THE WEST RIVER FLOODS.

REPORT BY MR. A. E. WOOD.

The following report has been received by the Hon. Mr. S. B. C. Ross, Secretary for Chinese Affairs, from Mr. A. E. Wood:—

I have the honour to report that I left for Canton on July 25th to investigate the conditions of Flood Relief, and returned to Hongkong on August 7th.

Flood relief measures always assume three phases which are, successively, Immediate Relief (kap chan), Autumn Barriades (tsau lan) and Winter Embankment repairs (tung lei).

So far this year attention has been confined to Immediate Relief. The Tung Wa Hospital has despatched over three million cattles of rice, and its three centres at Canton, Shui Ring, and Sam Shui, with a branch under the latter at the North River at Tsing Yun, have done excellent work in conjunction with the Canton Relief Societies.

Nearly half a million cattles of Tung Wa Hospital rice were taken over by the Standard Oil Co. who kindly undertook to see to their distribution. The United States Navy, the British-American Tobacco Co. and the Asiatic Petroleum Co. have also given generous assistance.

Supplies of rice have been given by the Tung Wa Hospital to various missionary bodies who have worked nobly for the relief of sufferers.

In company with Mr. Tong Yat Chun, who has been in charge of the Shui Hing centre, I spent ten days up the West River and its tributaries investigating the conditions in the important districts of Ka Yiu, Ko Ming and Hok Shan, and especial care was taken to see that the more remote places received due attention.

The outstanding features of distress are the breaches in the embankments and the ruined houses. The loss of life up the West River, apart from the destruction of a village at the foot of the ancient pagoda in the Eastern Suburbs of Shui Hing City, has apparently not been great. That village, however, is said to have lost 2,000 persons who had no time to escape from the water rushing through the sudden breach.

In certain places a small percentage of the rice crop was harvested in time, and I am told that up the North River some backward crops have actually survived the flood. Last year the first crop was a total failure in the affected districts. But the damage to embankments seems to be even worse than last year and forces our attention to the 2nd and 3rd of the measures mentioned above.

As a result of the combined efforts of relieving bodies, Immediate Relief is now no longer necessary. It gives place to the second phase, the construction of Autumn Barriades. These are temporary banks built in a curve across the mouth of a breach and their object is to enable the second rice crop to be planted. They are things to be done at once and finished within a month if the second crop is to have a chance.

In the district which I visited it was admitted that the need is not now for relief does but for help in building these Autumn Barriades.

On August 6th at a general meeting of relief bodies in the Canton Headquarters it was estimated that at least \$300,000 will be needed under this head, and Mr. Lei Yau Tsun, the capable director of Tung Wa Hospital relief measures in Canton, together with his colleagues, undertook provisionally to help with \$100,000, the remaining two-thirds being supplied by Canton relief societies. This has since been confirmed by the Hongkong Committee. Payment will mainly be made in rice for the labourers and thus a double end will be served of continued relief and a necessary public work.

It is early yet to talk about the third phase, Winter Embankment Repairs. These are a more formidable affair than Autumn Barriades, and it is absolutely necessary to deal with them thoroughly. Last year, it will be remembered, Hongkong spent \$285,500, paid by Mr. Tong Yat Chun and myself in instalments of subcon direct to many different embankments. This year shows that the bulk of our work was not in vain. Although breaches that we helped to mend have given again, it is estimated that seventy to eighty per cent. of the work has been good, which, if it is borne out by full reports, is satisfactory. Still, a bank is not stronger than its weakest section; many new breaches have occurred and there is nothing for it at present but to hammer away at repairs. It is to be hoped that we shall have funds left for this year of the work, which again serves a second purpose in giving plenty of employment throughout the winter.

(Sd.) A. E. WOOD.

Since the above was written, it is reported that the river has risen again so as to make it impossible to begin Autumn Barriades just yet in certain parts. Some more immediate relief will therefore be needed, and steps are already being taken to provide it where necessary.

SHIPPING

ARRIVALS.

CHUNSIANG, British str., 1,418, C. J. Matlock, 11th August—Pulo Laut 1st August, Sugar.—Jardine, Matheson & Co.

HAICHING, British str., 1,207, J. S. Thomson, 11th August—Fochow 8th August, General.—Douglas Lapraik & Co.

HUTCHINSON, British str., 1,220, Shane, 11th August—Tientsin 5th August, General.—Butterfield & Swire.

KEISO MARU, Japanese str., 1,095, Imazumi, 11th August—Haiphong 8th August, General.—Osaka Shosen Kaisha.

MISHIMA MARU, Japanese str., 5,280, S. Wada, 11th August—Shanghai 8th August, General.—Nippon Yusen Kaisha.

SHIMIZU MARU, Japanese str., 4,072, M. Tozawa, 10th August—Shanghai 7th August, General.—Nippon Yusen Kaisha.

TAIWAN MARU, Japanese str., 1,145, H. Sakai, 10th August—Bangkok 31st July, Rice.—Chinese.

CLEARANCES.

IN THE HARBOR MASTER'S OFFICE.
August 11th.

LOKING, British str., for Hoihow.

MISHIMA MARU, Jap. str., for London.

DEPARTURES.

August 11th.

AWA MARU, Jap. str., for Shanghai.

CHUNSIANG, British str., for Bangkok.

DRUM, British str., for Fochow.

HAICHING, British str., for Canton.

KORU, American str., for San Francisco.

OSAKA, British str., for Singapore.

PROMETHEUS, British str., for Bangkok.

TAIWAN MARU, Japanese str., for Dairen.

TAMING, British str., for Manila.

VESSELS EXPECTED.

THE AUSTRALIAN MAIL.
The str. *Chongha* left Sydney for Hongkong via Queensland and Philippine ports on the 11th inst., and may be expected to arrive here on or about 29th inst.

ENGLISH MAIL.

The str. *Norona* left Singapore for this port on the 10th inst., a.m., with the outward English mails, and is due here on the 15th inst. at about daylight.

MERCANTILE STEAMERS.

The str. *Madagascar* from New York is due to arrive at Hongkong on the 10th August.

The str. *Japan* from Calcutta left Rangoon on the 6th inst., a.m., and may be expected here on or about 19th inst.

The str. *Dunera* sailed from Calcutta on the 7th inst., and may be expected here on or about the 23rd inst.

INDIA LINE.

Indraamha, from Vladivostok, is now due.

SHIPPING IN PORT.

STEAMERS.

ATAGOSAN MARU, Japanese str., 2,624, Hori, 9th August—Samarang 20th July, Sugar.—Mitsui Bussan Kaisha.

CHENOTO, British str., 1,335, Speed, 8th August—Bangkok 31st July, Rice.—Butterfield & Swire.

CHORO MARU, Japanese str., 933, S. Orii, 8th August—Bintu 31st July, Wood.—Order.

DAMINGHAN MARU, Japanese str., 1,655, M. Inokubo, 6th August—Hongkong 2nd August, Coal.—Snowman & Co.

FEICHING, Chinese str., 907, B. Baices, 7th August—Shanghai 3rd August, General.—C. M. S. N. Co.

GEMINI, British str., 1,353, E. Jones, 6th August—Saigon 26th July, Rice.—Order.

HAICHING, British str., 1,270, H. Hayawan, 5th August—Manila 2nd August, General.—Snowman & Co.

HONGKONG, British str., 909, Cain, 4th August—Port Court 31st July, Coal.—Butterfield & Swire.

HONGKONG, British str., 1,885, A. C. Kennedy, 4th August—Sandakan 29th July, Timber.—Jardine, Matheson & Co.

HONGKONG, British str., 2,550, Kinghorn, 14th July—Amoy 13th July, Rice.—Chinese.

KICKIANG, British str., 1,270, H. Hayawan, 5th August—Manila 2nd August, General.—Snowman & Co.

LOKING, British str., 907, B. Baices, 7th August—Shanghai 3rd August, General.—C. M. S. N. Co.

LONGSANG, British str., 1,093, Leask, 10th August—Manila 7th August, General.—Jardine, Matheson & Co.

LUCHOW, British str., 1,221, D. R. Davies, 9th August—Shanghai 7th August, General.—Butterfield & Swire.

MAUSANG, British str., 1,643, G. H. Atcock, 8th August—Sandakan 3rd August, Wood.—Jardine, Matheson & Co.

ORIENTAL, British str., 3,850, Valentini, 20th July—Shanghai 23rd July, General.—P. & O. S. N. Co.

PAKHOR, British str., 1,228, 29th July—Swatow 28th July, Ballast.—Butterfield & Swire.

QUANTA, British str., 2,400, G. Hooper, 6th August—Bangkok 20th July, General.—Order.

REVERA, British str., 1,735, Kaneada, 5th August—Dairen 29th July, General.—Mitsui Bussan Kaisha.

SHAN-LI, British str., 1,224, E. S. M. 30th July—Saigon 26th July, Rice.—Butterfield & Swire.

SIBERIA, American str., 5,655, H. Zeeder, 10th August—San Francisco 10th June, General.—Pacific Mail S. S. Co.

SINKIANG, British str., 1,006, C. C. Williams, 9th August—Shanghai 5th August, General.—Butterfield & Swire.

SONO MARU, Japanese str., 1,350, F. Hashimoto, 29th July—Bangkok 20th July, Rice and General.—Chinese.

SUSANG, British str., 1,770, H. Simpson, 9th August—Cherbon 30th July, Sugar.—Jardine, Matheson & Co.

TIENTSIN, British str., 1,227, John Cogan, 10th August—Saigon 5th August, Rice.—Butterfield & Swire.

TIMODAS, Dutch str., 1,700, E. H. Kroes, 10th August—Amoy 8th August, Coal and General.—Java-China-Japan Lijn.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring between Green Island and the Kowloon Wharf are marked "h," nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's.

2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.

4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & NO.	SECT.	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON & HULL	MAINA	Brit. str.	1	C. C. Talbot, R.N.E.	P & O S. N. Co.	On 14th inst., at 9 A.M.
LONDON VIA USUAL PORTS OF CALL	KANAKA	Brit. str.	1	H. R. Hetherington, R.N.E.	THE BANK LINE, LIMITED	On 25th inst.
LONDON	NOVADA	Brit. str.	1	Charlton	P & O S. N. Co.	About 27th inst.
BO. LO. & NEW YORK	RADNORSHIRE	Brit. str.	1	S. Wade	JARDINE, MATTHEW & CO., LD.	On 28th inst.
SEILLES VIA PORTS	INDRAWADI	Brit. str.	1	Deguchi	SHAW, WATSON & CO.	About 15th inst.
SEILLES VIA PORTS	MISHIMA MARU	Jap. str.	1	T. Jimaguchi	NIPPON YUSEN KAISHA	On 21st inst., at Noon
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1	A. J. Hall	OSAKA SHOSHUN KAISHA	On 21st inst., at 5 P.M.
SEILLES VIA PORTS	MEXICO MARU	Jap. str.	1	A. Zeeder	CANADIAN PACIFIC R. CO.	On 19th inst., at 4 P.M.
SEILLES VIA PORTS	MONTEAGLE	Brit. str.	1	A. G. Stevens	DAVID SARGOON & CO., LTD.	On 23rd inst., at 3 P.M.
SEILLES VIA PORTS	SIBERIA	Am. str.	1	T. Sato	MESSAGERIES MARITIMES	On 8th Sept
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1	G. L. Smith	NIPPON YUSEN KAISHA	On 17th inst., at 1 P.M.
SEILLES VIA PORTS	CHINA	Am. str.	1	Soyeda	THE BANK LINE, LIMITED	On 24th inst., at Noon
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1	Shane </td <td>NIPPON YUSEN KAISHA</td> <td>On 31st inst., at Noon</td>	NIPPON YUSEN KAISHA	On 31st inst., at Noon
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1	E. Forsyth	GIBB, LIVINGSTON & CO.	On 28th Sept., at 10 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1	J. M. Smith	NIPPON YUSEN KAISHA	On 18th Sept., at Noon
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1	D. R. Davies	THE BANK LINE, LIMITED	On 25th inst.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1	H. R. Hetherington, R.N.E.	NIPPON YUSEN KAISHA	On 17th inst., at 5 P.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1	S. H. Wood	GIBB, LIVINGSTON & CO.	On 28th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1	W. F. Richard	NIPPON YUSEN KAISHA	To-morrow, at 19 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1	C. P. Seddon	THE BANK LINE, LIMITED	On 21st inst.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1	Toranski	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1	Okamoto	THE BANK LINE, LIMITED	On 14th inst., at 4 P.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1	D. Asbury	THE BANK LINE, LIMITED	To-day, at 4 P.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1	A. Kobayashi	THE BANK LINE, LIMITED	On 15th inst.
SEILLES VIA PORTS	CHINA	Am. str.	1	Y. Yamamoto	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1	Speed	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1	J. H. Thomson	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1	A. H. Stewart	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1	W. G. Evans	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1	W. G. Evans	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1	P. Boile	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1	Kawabara	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1	Ming, R.N.E.	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1	Glory	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1	Kurosumi	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1	A. Kennedy	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1	E. A. Matthews	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHINA	Am. str.	1	Imai	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1	J. Robertson	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1	G. Byers	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1	F. Robertson	THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHINA	Am. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHINA	Am. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHINA	Am. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHINA	Am. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHINA	Am. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHINA	Am. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHINA	Am. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHINA	Am. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHINA	Am. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	KINGHONG	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SANCTUARY	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	LUCHOW	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NOVADA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHUNTO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	CHINA	Am. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	NIFON MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	ANYO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	SURAT	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	HITACHI MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	TANGO MARU	Jap. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	PHILADELPHIA	Brit. str.	1		THE BANK LINE, LIMITED	On 15th inst., at 11 A.M.
SEILLES VIA PORTS	BUCHOW	Brit. str.	1		THE BANK LINE, LIMITED	

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON VIA USUAL PORTS	MALTA Capt. C. C. Talbot, R.N.E.,	9 A.M. 14th Aug.	See Special Advertisement
SHANGHAI	NOVARA Capt. H. R. Hetherington, R.N.E.,	16th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, NOKI and YOKOHAMA	Capt. D. Ashbury,	About 26th Aug.	Freight and Passage.
LONDON VIA USUAL PORTS	NOVARA Capt. H. R. Hetherington, R.N.E.,	About 27th Aug.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to—

E. A. HEWETT,

Superintendent.

Hongkong, 12th August, 1915.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	"SINKIANG"	On 12th Aug. 4 P.M.
SAIGON	"KASHING"	On 12th Aug. 4 P.M.
SWATOW and SINGAPORE	"CHENG TU"	On 12th Aug. 4 P.M.
SAIGON	"TIEN TSI"	On 14th Aug. Noon.
NEWCHANG	"KIUKIANG"	On 14th Aug. 4 P.M.
WEIHAIWEI & TIEN TSI	"HUICHOW"	On 15th Aug. D'light.
SHANGHAI	"LUCHOW"	On 15th Aug. D'light.
HAIPHONG	"SUNGKIANG"	On 15th Aug. D'light.
WEIHAIWEI & TIEN TSI	"KUEICHOW"	On 19th Aug. 4 P.M.

DIRECT SAILINGS TO WEST RIVER Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".
MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft on "TAMING" and "TEAN."
SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
S.S. "ANBU," "CHENAN," "LIANGCHOW," "LUCHOW," "YINGCHOW," and "SINKIANG," with excellent accommodation, Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong, Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage apply to—
HONGKONG, 12th August, 1915. TELEPHONE 35. AGENTS.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR ISWATOW, AMOY AND FOCHOW AND RETURN. (Occupying at 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. J. S. Thomson	FRIDAY, 13th Aug. at 3 P.M.
"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 17th Aug. at 3 P.M.
"HAITAN"	Capt. J. W. Evans	FRIDAY, 20th Aug. at 3 P.M.

Steamers will arrive at and depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to—
DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "JAPAN," 6013 tons, Captain C. P. Soden, will be despatched for SHANGHAI, KOBE and MOJI on 23rd August.

WESTWARD

S.S. "SANGOLA," 5182 tons, Capt. Milne, R.N.E. will be despatched for SINGAPORE, PENANG, RANGOON and CALCUTTA on 18th August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LTD.,
AGENTS.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILAMANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	23rd Aug.	On 28th Aug. 11 A.M.
ST. ALBANS	13th Sept.	On 17th Sept. 11 A.M.
EMPIRE		On 6th Oct. 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.
For further particulars, apply to
GIBB, LIVINGSTON & CO.,
AGENTS.

TOYO KISEN KAISHA. NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO.

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

VIA SHANGHAI, MANILA, THE INLAND SEA. JAPAN AND HONOLULU.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots	TUES., 24th Aug.
TENYO MARU	22,000—21 knots	TUES., 14th Sept.
NIPPON MARU	11,000—18 knots	TUESDAY, 20th Sept.
SHINYO MARU	22,000—21 knots	TUES., 12th Oct.

• Via MANILA, Omiling Shanghai.
Steamer via Shanghai leaves at Noon.
"Manila" at 10:30 A.M.

FIRST CLASS TO LONDON	£71.10... RETURN (6 MONTHS) £120.
" " " NEW YORK	£60. " " " £68.
" " " SAN FRANCISCO	£45. " " " £68.

Passengers purchasing a Pacific Return Ticket have the option of returning from San Francisco by Steamer of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY CO.
SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.
ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.
Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES.
SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO.

Steamer	Displacement Tons and Speed	Sails
ANYO MARU	18,500—15 knots	Friday, 10th Sept.

For Full Particulars as to Passage and Freight, apply to—
K. DOI, ACTING AGENT,
King's Building.

TELEPHONE 291.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

For	STEAMER	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	CORDILLERE	On 23rd August.
(Without Transshipment)		
MARSEILLES VIA SAIGON and PORTS	NEBA	On 21st Aug. at 5 P.M.
(Without Transshipment)		

ALL STEAMERS FITTED WITH WIRELESS.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.
Special SUMMER Return Tickets (1st Class) for Japan to be used between 1st June and 31st October, 1915.
TO KOBE \$135. TO YOKOHAMA \$150.
For further particulars apply to
P. THOMAS, AGENT,
QUEEN'S BUILDING.

2)

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).THE AMERICAN LINE TO TACOMA AND SEATTLE
In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY CO.

For VICTORIA AND TACOMA VIA MANILA, KEELUNG, MOJI, KOBE, YOKKAICHI and YOKOHAMA.
Steamer "MEXICO MARU" ... Captain T. Yamazuchi ... MONDAY, 23rd Aug. at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

For BOMBAY, VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.
Steamer "SHINKOBU MARU" ... Captain ... TUESDAY, 17th Aug. at 7 A.M.

For TAMSUI AND KEELUNG VIA SWATOW AND AMOY.
Steamer "KAJO MARU" ... Captain X. Yamamoto ... THURSDAY, 13th Aug. at Noon.

For ANPING AND TAKAO VIA SWATOW AND AMOY.
Steamer "SOSHU MARU" ... Captain A. Kobayashi ... WEDNESDAY, 18th Aug. at 10 A.M.

FOR HAIPHONG VIA PAKHOI.

Steamer "KEIJO MARU" ... Captain IMAZUMI ... SATURDAY, 14th AUG., 10 A.M.

These Steamers of Coast and Port Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).
For FURTHER INFORMATION, apply to
H. YAMAUCHI,
MANAGER,
Scott's Floor, No. 1, Queen's Building.

114)

PROJECTED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DISPLACEMENT	SAILING DATES
MARSEILLES and LONDON	MISHIMA MARU Capt. S. Wada,	16,000	THURSDAY, 12th Aug., at Noon.
VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	SUWA MARU Capt. Mura,	21,000	THURSDAY, 26th Aug., at Noon.
VICTORIA, B.O. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHIDZUKAMARU Capt. Tozawa,	12,500	THURSDAY, 19th Aug., at 4 P.M.
	KAI MARU Capt. Noma,	12,500	TUESDAY, 7th Sept., at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY	HITACHI MARU Capt. Tomioka,	13,500	TUESDAY, 16th Aug., at 4 P.M.
ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Soyeda,	13,500	FRIDAY, 13th Sept., at 4 P.M.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	KAWACHI MARU Capt. Kurozumi,	12,500	SATURDAY, 21st Aug.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO	KAMAKURA MARU Capt. Kawabata,	12,500	MONDAY, 16th Aug.
SHANGHAI, MOJI and KOBE	IYO MARU Capt. Okamoto,	12,500	THURSDAY, 26th Aug.
SHANGHAI, KOBE and YOKOHAMA	MIYASAKI MARU Capt. Terakura,	16,000	TUESDAY, 24th Aug., at 10 A.M.
NAGASAKI, KOBE and YOKOHAMA	TANGO MARU Capt. Soyeda,	13,500	SATURDAY, 14th Aug., at 10 A.M.
SHANGHAI, KOBE and YOKOHAMA	SANUKI MARU Capt. Tada,	12,500	SATURDAY, 14th Aug.

§ Wireless Telegraphy.

SOME PRINCIPAL FARES.

To	London	1st Single Yen	600	To	Marseilles	1st Single Yen	850
"	"	2nd Return	900	"	"	2nd Return	625
"	"	1st Return	400	"	"	1st Return	360
"	"	2nd Return	600	"	"	2nd Return	360
To	London, Southampton, Liverpool via New York	1st Single	£80.13.0	To	London, Southampton, Liverpool via New York	1st Single	£80.13.0
To	London, Southampton, Liverpool via New York	1st Return	£160.2.0	To	London, Southampton, Liverpool via New York	1st Return	£160.2.0
To	London, Southampton, Liverpool via New York	2nd Single	£40.0.0	To	London, Southampton, Liverpool via New York	2nd Single	£40.0.0
To	London, Southampton, Liverpool via New York	2nd Return	£80.0.0	To	London, Southampton, Liverpool via New York	2nd Return	£80.0.0
To	London, Southampton, Liverpool via New York	1st Single	£10.0.0	To	London, Southampton, Liverpool via New York	1st Single	£10.0.0
To	London, Southampton, Liverpool via New York	1st Return	£20.0.0	To	London, Southampton, Liverpool via New York	1st Return	£20.0.0
To	London, Southampton, Liverpool via New York	2nd Single	£5.0.0	To	London, Southampton, Liverpool via New York	2nd Single	£5.0.0
To	London, Southampton, Liverpool via New York	2nd Return	£10.0.0	To	London, Southampton, Liverpool via New York	2nd Return	£10.0.0

ROUND-THE-WORLD, YEN 1,045.

For Further Information as to Freight, Sailing, etc., apply to—
T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1941.

PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FORMARSEILLES AND LONDON
TAKING PASSENGERS, ALSO FORCOLOMBO, INDIA, AUSTRALASIA, EGYPT, &
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves	Steamers to	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to	Due at MARSEILLES	Due at LONDON
YOKOHAMA	COLOMBO	HAI	KONG	MARSEILLES and LONDON	LES	LONDON
p.m.		about	about			
—	MALTA	Aug. 9	Aug. 14	PERSIA	Sept. 11	Sept. 18
—	NOVARA	Aug. 23	Aug. 27	MOORE	Sept. 25	Oct. 2
—	SARDINIA	Sept. 5	Sept. 10	MALOA	Oct. 9	Oct. 16
—	NANKIN	Sept. 19	Sept. 24	ABABIA	Oct. 23	Oct. 30
Sept. 13	MALTA	Oct. 4	Oct. 9	MOLDAVIA	Nov. 6	Nov. 13
—	NOVARA	Oct. 17	Oct. 22	KHYBER	Nov. 20	Nov. 27
Oct. 25	SARDINIA	Nov. 1	Nov. 6	MEDINA	Dec. 4	Dec. 11
Nov. 3	NANKIN	Nov. 14	Nov. 19	MONGOLIA	Dec. 18	Dec. 25

Passengers change Steamers at COLOMBO.
Accommodation in the connecting steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES
The Fares to London and Marseilles are as follows:—

	1st Saloon	2nd Saloon	3rd Saloon	4th Saloon	5th Saloon	6th Saloon	7th Saloon	8th Saloon	9th Saloon	10th Saloon	11th Saloon	12th Saloon	13th Saloon	14th Saloon	15th Saloon	16th Saloon	17th Saloon	18th Saloon	19th Saloon	20th Saloon
LONDON	£105	£70	£45	£30	£20	£15	£10	£7	£5	£4	£3	£2	£1	£1	£1	£1	£1	£1	£1	£1
MARSEILLES	£90	£60	£40	£25	£15	£10	£7	£5	£4	£3	£2	£1	£1	£1	£1	£1	£1	£1	£1	£1

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES
PROPOSED SAILINGS.

STEAMERS	Leave YAM.	Leave SH. YOKA	Leave H'KONG	Leave S'PORE	Due at Marseilles if calling	Due at LONDON
	about	about	about	about	about	about
NOBE	Sept. 15	Sept. 23	Sept. 29	Oct. 6	Nov. 3	Nov. 14
NELLORE	Oct. 25	Nov. 4	Nov. 10	Nov. 18	Dec. 15	Dec. 23
NAGOYA	Nov. 8	Nov. 18	Nov. 24	Nov. 30	Dec. 30	Jan. 7

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.
FARES TO LONDON:
1st Saloon £34 Single £31 Return, 2nd Saloon £28 Single £27 Return.
FARES TO MARSEILLES:
1st Saloon £20 Single £19 Return, 2nd Saloon £16 Single £15 Return.
All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—
E. A. HEWETT,
SUPERINTENDENT.

38

